adverse effect on the capabilities of Navy due to inordinate delay in expected decision to be taken by the Defence Ministry on various subjects pertaining to modernisation of Navy and as a result of which dissatisfaction has also spread in the Navy;

(b) whether it is also a fact that the purchase process is to be gone through in all the cases of modernization which are under consideration since 2001 and still pending due to indecisiveness; and

(c) if so, the details of above two parts?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (c) Procurement of defence items is a highly complex process. It is also a continuous process and is influenced by the threat perception and international security environment on the basis of which modernization plans of the three services are worked out. It is ensured that the capabilities of Armed Forces are not adversely affected.

Important acquisition proposals of the Navy are also processed on priority and as expeditiously as possible following the Defence Procurement Procedure. Some complex cases do take more time to fructify because of the highly sophisticated nature of the proposals and the large investments involved in these acquisitions.

Ahluwalia Committee Report on IAF accidents

1001. SHRI DARA SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether an Expert Committee, headed by Air Marshal Ahluwalia, set up in December, 2004 to identify causes of accidents in IAF, has submitted its report to Government;

(b) if so, what are the findings/recommendations made by the Committee in respect of MIG-21 which constitutes 70 per cent of the IAF's total fleet;

(c) whether it is a fact that Pilot error is the cause of 50 per cent of the IAF's accidents, a bigger killer than technical defects; and

(d) if so, the details of suggestions the Committee has made towards training of Pilots besides other deficiencies in design or equipment?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (d) The Expert Committee on Aircraft Accidents has submitted its reports to the Government in May, 2005. The Committee, based on the analysis of trends, has found that older technology aircraft including MiG-21 are more prone to failure. The new technology aircraft incorporates improved design features, which provides better air safety.

Pilot error constitutes approximately 43% of the aircraft accidents in the Indian Air Force (IAF). The trend is found in all aviation organizations (civil and military) across the world. Aircraft accidents due to Technical Defects (TD) accidents account for 39% of the accidents in the IAF.

The Committee has made wide-ranging recommendations towards improving pilot training, covering all aspect of pilot selection and training. These include upgrading of selection requirement, induction of new "Computerised Pilot Selection System" at Air Force Selection Boards, simulator training flying, focused training, closer monitoring of the pilots by supervisors, re-streaming/re-training of pilots, etc. The Committee has also suggested to formulate a strategy to manage the risk inherent in the old technology aircraft, monitoring of failure trends and strengthening of quality assurance and airworthiness certification procedues at the overhauling facilities of the Indian Air Force (IAF) and Hindustan Aeronautics Limited (HAL).

Necessary flight safety measures, on the basis of recommendations of such Committees, are continuously undertaken by the Government.

Security in Delhi Metro

1002. PROF. M.M. AGARWAL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have a proposal to enhance security and safety measures in the Delhi Metro railways keeping in view the recent bomb blast incidents in London Metro Railways; and

(b) if so, the details of steps taken by Government in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) Yes, Sir.